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COUNTRY	East Germany	REPORT NO.	
TOPIC	Koethen Airfield		
EVALUATION	25X1	PLACE OBTAINED	25X1
DATE OF CONTENT	15 February to 5 March 1954		
DATE OBTAINED		DATE PREPARED	5 April 1954
REFERENCES	25X1		
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS			
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1. The following observations were made at Koethen airfield between 15 February and 5 March 1954:

15 February. Between 12:30 p.m. and 1:30 p.m., no air activity was observed at the field. Work was being done on a MiG-15 or U-MiG-15 which was disassembled into two parts in front of a hangar.

16 February. Between 12:30 p.m. and 1 p.m., no air activity was seen. The hangars were closed. While passing along the airfield, source observed no aircraft parked there.

18 February. During the morning, source, from his dwelling heard the sound of aircraft engines. While passing along the field at noon, source observed that some MiG-15 or U-MiG-15s, [redacted] were parked in front of the hangars and that no activity was under way at the field. When passing along the gap in the fence during the noon hours, an American-type sedan occupied by military personnel slowly passed along the field; the personnel in the vehicle observed the airfield with great interest.

20 February. Between 3 p.m. and 4 p.m., no air activity was being conducted. The sky was overcast. Two swept-back jet aircraft were parked in front of the hangars.

22 and 23 February. Around noon, no air activity was observed at the field.

26 February. Between 1:10 p.m. and 2 p.m., there was no air activity at the field. The weather was cloudy. About 2 p.m., some swept-back jet aircraft were being towed out of the hangars and made ready for the take-off. Around 4 p.m., there was air activity by individual MiG-15 or U-MiG-15s.

1 March. There was intensive air activity for the first time in a long period. However, source was unable to observe the details.

2 March. Flying was practiced throughout the day and until about 9 p.m.

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3 March. Between noon and 1:30 p.m., no air activity was conducted. The degree of cloudiness changed. Twelve MiG-15 or U-MiG-15s were parked in front of the hangars. As was usually observed when air activity was conducted or being prepared, 2 radio trucks, 2 tank trucks, 1 mobile flight control station and 1 equipment truck were parked at the end of the runway.

4 March. Flying was practiced throughout the day. However, source had no possibilities of observing the details.

5 March. During the noon hours, 18 MiG-15 or U-MiG-15s were counted at the field. The usual vehicles were again parked at the take-off point. The weather was sunny. Around 1:30 p.m., flying was started. At the same time 3 to 5 aircraft were continuously observed aloft. Air activity still continued at 9 p.m.

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3. Between 10 a.m. and 2 p.m. on 19 February, no air activity was conducted at the field. There was a 9/10 overcast at an altitude of about 200 meters with visibility of about 3 km. Two swept-back jet aircraft were parked in front of the hangars. Around 10 a.m. on 3 March, individual take-offs were made by two single-engine aircraft which headed north and then returned after about 1 hour. During the absence of the aircraft, the usual radio trucks and tank trucks were parked at the take-off point. The radar antenna rotated. Fifteen swept-back jet aircraft were parked in front of the open hangars. Inside of each of the hangars one aircraft was observed.

25X1 Comment. It is believed that Koethen airfield is still occupied by a  
25X1 fighter regiment equipped with about 28 MiG-15s. This number had been determined  
25X1 during a practice alert when the hangars were open.

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